

Input paper for the following Committee(s):

- ☐ ARM ☐ ENG ☒ PAP
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Purpose of paper:

- ☐ Input
☒ Information

Agenda item 10

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EfficienSea2 MCP Workshop

1. SUMMARY

A workshop on How to Run the MCP (Maritime Connectivity Platform) was hosted by IALA on behalf of the EfficienSea 2 Project from 21st to 22nd November 2017. The workshop was attended by 52 delegates, representing 19 countries. The report of the workshop is available as EfficienSea2 deliverable D1.28

2. BACKGROUND

Noting that the EfficienSea2 project funding from the EU ends in April 2018, the objective of the workshop was to address the implementation of the MCP with a focus on identifying preferred governance and business models and preparing a related exploitation plan for global information exchange. Legal and liability issues were also explored. It was anticipated that the workshop would provide participants with a good understanding of the MCP concept and develop a forward plan for its globalisation.

3. WORK CARRIED OUT

Following a series of presentations, participants worked in four working groups to consider the governance model, the business model, the implementation plan and the legal and liability issues of the MCP.

4. KEY OUTCOMES FROM THE WORKSHOP

The workshop produced a report, including 35 conclusions, with the following highlights.

- The MCP and its technical components are in general seen as a good contribution in the maritime domain;
- The MCP is expected to take down barriers of language and communication, it will be a platform for new business opportunities. The strengths are the introduction of standards, inter-operability and the support of international associations;
- Barriers working against the MCP are future funding, competition from other proprietary systems, immaturity of the system, maritime community support and making good sales argument for switching to MCP;
- There is a need to investigate the most appropriate way to promote the MCP in international bodies;
- A form of partnership arrangement comprised of public and private sector involvement is preferred to a purely commercial or state model;
- Governance of the MCP might best be arranged at more than one level to address the various issues involved;
- The MCDF (Maritime Connectivity Platform Development Forum) is an essential stepping stone toward establishing governance arrangements by ensuring technical consistency through related projects (EfficienSea2, STM, SMART-Navigation);

- Regulated systems need to be managed through international standardisation bodies while non-regulated systems can be handled by competent authorities / companies;
- The selling points of the MCP are the provision of infrastructure and free services offered as well as (easily implemented) paid services. It should focus on end-users and the provision of services;
- Funding should be in place to proceed first with EU/governmental support, then later with a sustainable business model in the market;
- Getting attractive services and “apps” on the platform is critical in the short term. In the long term the MCP must be included in key frameworks by e.g. the IMO and ITU;
- The intellectual property rights supporting the MCP are open source, so there are no apparent IPR issues for the envisaged development and operation of the MCP;
- The terms of use should contain a choice of law clause, as this will ensure legal certainty with respect to liability, and thereby enable the MCP to function across jurisdictions without the risk of being subjected to unexpected liability;
- There is a significant body of international regulation applicable to maritime matters, including safety and communication regulation. The compliance with such regulation, will have to be explored further.

5. FRAMEWORK FOR MCP IMPLEMENTATION

The following framework for MCP implementation was developed.

MCP realisation roadmap / Type of challenge	Short term 1-2 years	Medium Term 2-5 years	Long term 5+ years
Financial	Find money/secure funding	Governments	Industry Organisations Companies
Management	Establish business and governance model Sell the MCP (to a private entity?) Communication plan Define and introduce a foundation for governance (legal/board responsibility taken)	MCP supported by internationally recognized body (ITU, IMO,...) Ensure maintenance and continuous innovation of the MCP	Establishment of self- sustaining community
Operations		Contract MSR and MIR suppliers	
Technical	Get the killer apps up and coming Securing the communication systems in place (technical level VDES etc.) Experts, professionals, technologies, processes in place	Structure and platform in place	Services and security systems
Market	Dissemination activities (conferences, workshops, papers...) Get MIR up and running with relevant processes for	Existence on the market Commercial VDES equipment available	

MCP realisation roadmap / Type of challenge	Short term 1-2 years	Medium Term 2-5 years	Long term 5+ years
	adaptation in the market MCP awareness - in the market and sell the MCP		
Implementation issues		Validation and integrity measures implemented in MCP - enforced by a high-level group/governance	
Strategic challenges	Business model included in reports by the project consortium, how are we on the targets (financially)		Existing international legislation, recommendations Implementation of ITU Recommendations on MIR (in 10 years)
Provider value		Populate the service registry by a new project (funded by EU or privately)	
User value			

6. FURTHER WORK

6.1. Workshop outputs

The output from the working groups will be used to update the draft Maritime Connectivity Platform Business Case, which will form part of an EfficienSea2 Recommendation on the Governance and Business Model for the MCP (D1.6) and will provide input to other related EfficienSea2 work.

6.2. Seminar on the implementation of the MCP

A seminar about adoption of the MCP was considered for the first quarter 2018. However it is considered that this premature, since the governance body is not finalised. Consequently the seminar was cancelled.

Although the EfficienSea2 project will terminate in April 2017, the MCP will continue to be developed through the STM and SMART-navigation projects, through the MCDF possibly. There will be more clarity on this at the E2 final conference 5-6 April 2018.

7. ACTION REQUESTED OF THE PANEL

The Panel is requested to note the contents of this report and identify any IALA actions arising.